



# **The History and Legacy of the United States Coast Guard Cutter BOUTWELL (WHEC 719)**



Photo by Robert F. Donovan

**(1966 – 2016)**

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*"I feel that the USCGC BOUTWELL will have a proud history and eventually earn some claim to fame, at least within the Coast Guard. This of course remains to be borne out of future events and how you handle them!"*<sup>1</sup>

~ Captain F. J. Lessing  
Commanding Officer (1972-73)

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In *The U.S. Coast Guard Engineer's Digest* of 1963, Lieutenant Commander H. E. Russell discussed in great detail the Coast Guard's plan for a new High Endurance Cutter. Touted as a "new ship...with the present speed and high capability requirements to achieve performance worthy of a ship which may see the 21<sup>st</sup> century," Mr. Russell foresaw a cutter that could easily perform in an era well beyond the 25 year service-life originally placed on it.<sup>2</sup> Fifty-two years after his prediction, the Coast Guard Cutter *Boutwell* (WHEC 719) and five of her sister ships continue to operate in 2015, with all 12 serving in the 21<sup>st</sup> century. As *Boutwell* marks its 47<sup>th</sup> and final year of exemplary service to the United States, she stands as proof of Mr. Russell's prediction: a vessel that has stood the test of time – a 47-year-old platform with the mechanical and operational strength to face the daunting challenges and associated missions of a 21<sup>st</sup> century world. Throughout her distinguished career, *Boutwell* served in both domestic and international theatres, flexing her might in the dynamic and austere environments from the Caribbean, Mediterranean, and Persian Gulf, to the North Atlantic, Eastern Pacific, and Bering Sea. As her time in the Coast Guard fleet comes to a close, *Boutwell* will be remembered as an ambassador for global maritime cooperation, fierce combatant of narco-terrorism, protector of living marine resources, and safe haven for those in distress.

### ***Hamilton-class Cutter Overview***

Coast Guard Cutter *Boutwell* (WHEC 719) is one of 12 Hamilton-class, 378-foot, High-Endurance Cutters, which were named after early Secretaries of the Treasury and Coast Guard Heroes. The class includes the cutters *Hamilton* (WHEC 715), *Dallas* (WHEC 716), *Mellon* (WHEC 717), *Chase* (WHEC 718), *Sherman* (WHEC 720), *Gallatin* (WHEC 721), *Morgenthau* (WHEC 722), *Rush* (WHEC 723), *Munro* (WHEC 724), *Jarvis* (WHEC 725), and *Mellon* (WHEC 726). Although 36 cutters of this class were originally planned, only 12 were ever built. All Hamilton-class Cutters were constructed at the Avondale Shipyard in Westwego, Louisiana, from January 1965 to September 1972.<sup>3</sup>

### **Original Outfit and Configuration**

The Hamilton-class was designed to be an extremely versatile platform, capable of performing mid-ocean search and rescue, oceanography, law enforcement, and combat operations. Equipped with two 3,500 horsepower, 12 cylinder Fairbanks Morse diesel engines and two 18,000 horsepower Pratt and Whitney gas turbines, they were the first U.S. vessels with combination diesel or gas turbine operation. Displacing nearly 2,800 tons, these cutters had a cruising range of 12,000 miles at 20 knots while operating in diesel mode. They could also achieve 29 knot speeds while operating on both main gas turbines. In order to achieve such speeds, they were outfitted with two inward rotating, four blade, 13-foot, controllable pitch propellers; the largest of this kind ever installed on a U.S. ship at the time. Rounding out their

propulsion plants, they also had a 360 degree retractable bow propulsion unit which could be used for station keeping and maneuvering in restricted waters.<sup>4</sup>

Apart from their enviable propulsion plants, the High-Endurance Cutters were also outfitted with an array of sensors and weapons. In order to conduct deep sea oceanographic data collection, each ship was equipped with an electro-hydraulic winch and bathythermograph winch capable of collecting salinity, temperature, and depth readings. Between the exhaust stacks and turbine intakes was located a weather balloon shelter and aerological office. Due to their research oriented missions, each cutter also featured a wet and dry laboratory. With a fully outfitted combat information center, the Hamilton-class was capable of serving in combat operations or as a sea-based rescue coordination center. The bow featured a 5-inch, 38 caliber gun controlled by the Mk-56 gunfire control system. Installed amidships were two Mk-32 torpedo mounts, each with three tubes, directed by the Mk-105 underwater battery fire control system. Additionally, each ship was outfitted with two 81-mm mortars and two .50 caliber machine guns. To aid in the execution of anti-submarine warfare as well as search and rescue operations, the Hamilton-class had an unobstructed 80-foot flight deck as well as two 26-foot surfboats.<sup>5</sup>

Two additional design features of this class made them unique from previous Coast Guard ship designs. First was the particular attention paid to the habitability of its living spaces. With all fully air-conditioned and coated with a paint scheme that was chosen based on eye-resting colors, these spaces were designed to be comfortably inhabited during long journeys at sea. The second feature was the installation of a closed-circuit television system. Through a portable camera, as well as fixed cameras throughout the ship, activities such as flight operations, combat operations, towing, engine and machinery space operations, as well as damage control efforts could all be monitored on television screens located on the bridge, damage control central, and the ship's two repair lockers.<sup>6</sup>

### **378' Fleet Renovation and Modernization Program**

During the late 1980s and early 1990s, the Coast Guard's Hamilton-class Cutters were overhauled during a major mid-life maintenance availability under the Fleet Renovation and Modernization (FRAM) Program. Following an agreement by the Navy/Coast Guard Board, this overhaul also included extensive upgrades to the cutters' combat systems and armament, most of which was installed after the completion of the FRAM overhaul. Besides the obvious benefit to the Coast Guard in improving an aging class, the U.S. Navy saw the FRAM Program as a relatively low cost investment from which they would reap a valuable force multiplier. At approximately the cost of building one navy Frigate, these 12 updated ships would offer modernized Anti-Surface and Anti-Submarine Warfare capabilities and a trained crew that could easily be called upon in a time of war.<sup>7</sup>

Engineering equipment overhauls and replacements as well as various configuration changes dominated the bulk of the FRAM Program workload. During the availability, both main diesel engines and both main gas turbines were removed and returned to their subsequent manufacturers for complete overhaul and returned in "like new" condition. The emergency gas turbine generator was standardized across the class with all being overhauled or replaced. All pumps, compressors, and valves on various systems were also upgraded or replaced. Various fuel tank and piping configuration changes were made and all tanks received a new coating system. The heating, ventilation, and air conditioning system was completely redesigned with any remaining components overhauled. In order to improve dated firefighting capabilities, an Aqueous Fire-Fighting Foam (AFFF) and HALON system was included in machinery spaces as

well as the newly installed retractable hangar. A fuel probe system was also installed to aid at fueling-at-sea evolutions.<sup>8</sup>

Extensive hull plating and structural member replacement was required given most of the cutters had completed 20 years of service. Configuration changes included the relocation of the Combat Information and Communications Centers from the 01 and 02 decks in the superstructure to the third deck within the hull. After the relocation, berthing areas were created in the now open areas of the superstructure. The aft mast was updated to a tri-pod design in order to handle the weight of newly installed combat systems. The deck house was extended to accommodate the control booth and loading space of the new deck gun (later called the gun deck). A retractable hangar was also installed on the flight deck in order to meet new helicopter storage and maintenance requirements.<sup>9</sup>

In addition to the hangar, various other improvements were made to enhance shipboard helicopter operations. A glide slope indicator was installed above the hangar to aid in nighttime approaches to the cutters. Deck status lights, deck and hangar wash lights, line-up lights, and wave-off lights were also installed to improve visual communications, enhancing flight crew and flight deck personnel safety during evolutions.<sup>10</sup>

Improvements in armament were also extensive as part of the FRAM Program. The Mk-36 Mod 1 Super Rapid Blooming Offboard Chaff (SRBOC) launcher system was installed on the stardeck, aft of the pilothouse, which provided enhanced Electronic Counter Measures (ECM) capabilities. The Mk-30, 5 inch gun was replaced by a more reliable and maintainable Mk-75, 76 mm gun system. The Mk-32 Surface Vessel Torpedo Tube (SVTT) was upgraded from the Mod 5 to the Mod 7.<sup>11</sup>

Various electronics upgrades and replacements were also accomplished during the FRAM availability. The AN/SPS-29D Air Search Radar was replaced by the AN/SPS-40B (later updated to the 40E). The Mk-92 Mod 1 Fire Control System (FCS) replaced the dated Mk-56 Gunfire Control System (GFCS), significantly improving the cutters' ability to track and engage surface and air contacts. A Raytheon Collision Avoidance System (RAYCAS) was added to the AN/SPS-64v Surface Search Radar (later replaced by the AN/SPS-73) which provided automatic tracking of contacts, enhanced collision avoidance, and computing of vessel intercepts and maneuvers. The Electronics Surveillance Measures (ESM) suite was also improved with the addition of the AN/SLA-10B to the AN/WLR-1C (later upgraded to the WLR-1H).<sup>12</sup>

### **Post-Modernization Outfit and Configuration**

Upon completion of FRAM, additional weapons systems were installed during subsequent availabilities. The Mk-15, 20 mm Phalanx Close In Weapons System (CIWS), two Mk-38, M242, 25 mm Bushmaster auto-cannons, and two quadruple HARPOON surface to surface missile (SSM) launchers were planned for install following the major renovation.<sup>13</sup> Although the Mk-15 CIWS and Mk-38 Bushmaster installations were completed in the early 90s, the SSM launchers were only outfitted on a portion of the class before the entire program was scrapped in 1992.<sup>14</sup> Following the end of the Cold War, the U.S. Coast Guard and Navy decided that the current military threat no longer warranted the installation of SSM launching systems on Coast Guard cutters. In addition to this assessment, the anti-submarine warfare capabilities of the cutters was also considered unnecessary and all associated equipment was removed,<sup>15</sup> including the Mk-32 SVTT, AN/SQS-38 SONAR, Mk-309 Mod 0 Underwater Battery Fire Control and the AN/SLQ-25 (NIXIE) torpedo countermeasure system.

## ***Coast Guard Cutter Boutwell History***

*Boutwell*, like nine of her sister ships, was named after a former Secretary of the Treasury. *Boutwell's* namesake, George Sewall Boutwell, was born in 1818 in Brookline, Massachusetts. Prior to his years as Secretary, Boutwell served as a Democrat in the Massachusetts House of Representatives (1842-1844, 1847-1850) and later became Governor of Massachusetts in 1850. After serving two, one year terms, Boutwell left the governorship. Due to his stance on slavery, Boutwell also left the Democratic Party, later helping establish the Republican Party in 1855. During the Civil War, Boutwell joined the Union, serving first on a military commission in the War Department in 1862 and later as the first commissioner of internal revenue until 1863. In 1863, Boutwell was elected to the United States House of Representatives, serving a six year tenure. During that time he also served as one of the House managers in the impeachment of President Andrew Johnson. Under President Ulysses S. Grant, Boutwell was selected to serve in the President's cabinet as Secretary of the Treasury, a position he held from 1869 to 1873. He would later leave the cabinet to fill a vacancy in the United States Senate where he served for four years. Under President Rutherford B. Hayes, Boutwell assisted in the codification of congressional laws in 1878 as well as served as the American counsel to the French and American Claims Commission. After refusing an offer by President Chester A. Arthur to return as Secretary of the Treasury, Boutwell lived out the rest of his life practicing international law and serving as counsel for the governments of Chile, Haiti, and Hawaii. Boutwell also served as a founding member and first president of the Anti-Imperialist League from 1898 to 1905. Boutwell died in 1905.<sup>16</sup>

*Boutwell* (WHEC 719) is the third and longest serving cutter named after the former Secretary of the Treasury. The first cutter to bear the name was built in Buffalo, New York, in the early 1870's at a cost of \$70,000. The *Boutwell*, an iron hulled topsail schooner, had a semi-compound steam engine and a complement of 38 sailors. She was commissioned on October 29<sup>th</sup>, 1873, and patrolled along the southeastern coast with a directed monthly cruise to Jacksonville, Florida. In 1881, a hurricane forced her aground in the Savannah River causing extensive damage to her hull and machinery. She was refloated and repaired in 1882 and continued regular patrols along the eastern coast until her decommissioning on July 26<sup>th</sup>, 1907.<sup>17,18</sup> Twenty years later, the second *Boutwell* was built in Camden, New Jersey, at a slightly lesser cost of \$63,173. *Boutwell* (WPC-130) commissioned on March 15<sup>th</sup>, 1927, and was originally stationed in New York. Like the other Active Class Patrol Boats, *Boutwell* was designed to monitor "motherships" during the Prohibition Era. In 1940, she shifted homeports to Panama City, Florida, where she remained during World War II.<sup>19,20,21</sup> In 1942, *Boutwell* was credited with rescuing the crews of the tanker *R.W. Gallagher*<sup>22</sup> and supply ship *Alco Puritan* after each was torpedoed and sunk by German U-Boats.<sup>23</sup> *Boutwell* was later decommissioned on May 7<sup>th</sup>, 1963, after 36 years of Coast Guard service.<sup>24</sup>

### ***Early History (1966 – 1989)***

On December 12<sup>th</sup>, 1966, over three years after the decommissioning of the previous ship to bear the name, *Boutwell's* keel was laid at the Avondale Shipyard in Westwego, Louisiana. At a cost of \$14.5 million, the modern *Boutwell* cost more than 100 times the combined building costs of the previous *Boutwells*. On June 17<sup>th</sup>, 1967, six months into her construction, *Boutwell* was launched into the Mississippi River accompanied by an official ceremony. The honorable C. Douglass Dillon, former Secretary of the Treasury, was the principal speaker at the launch. Vice Admiral Paul E. Trimble, the Coast Guard's Vice Commandant, presided over the ceremony.

Mrs. Dillon, the wife of the former Secretary, proudly served as the cutter's sponsor, breaking the commemorative bottle on the ship's bow and officially christening the *Boutwell* for sea.<sup>25</sup>

*Boutwell* commissioned on June 24<sup>th</sup>, 1968, in New Orleans, Louisiana. Her first Commanding Officer, Captain Robert Arthur Schulz, was an experienced cutterman with four previous commands including Commanding Officer of the Coast Guard Barque *Eagle*. Rear Admiral Ross Bullard, the Coast Guard's Eighth District Commander, presided over a ceremony that celebrated *Boutwell* as "the newest and finest cutter in the Coast Guard," flaunting her many operational capabilities and enhanced habitability. Lieutenant Commander John W. Kime, future Commandant of the Coast Guard, was *Boutwell's* first Engineer Officer.<sup>26</sup>

Following her commission, *Boutwell* sailed to her first homeport in Boston, Massachusetts. In September of 1968, *Boutwell* headed to Guantanamo Bay, Cuba for shakedown and initial crew training.<sup>27</sup> In December 1968, while underway in heavy seas, *Boutwell* experienced a significant casualty to her starboard Main Gas Turbine engine. At the time of the casualty, the turbine had experienced excessive vibrations above allowable limits, forcing the engineering watch to secure it. Inspecting the turbine, the engineers discovered broken rotor blades on the turbine's gas generator, requiring the entire turbine's gas generator to be replaced. On January 2<sup>nd</sup>, 1969, *Boutwell's* engineers and technicians from Pratt and Whitney commenced work to replace the turbine. The job was completed on January 20<sup>th</sup>. Following the replacement on February 4<sup>th</sup>, *Boutwell* conducted a mini-shakedown cruise, successfully testing the newly installed gas generator.<sup>28</sup>

### North Atlantic Operations

During the remainder of the 1960s and early 1970s, *Boutwell* was assigned to ocean weather station duty and mid-ocean search and rescue operations in the North Atlantic Ocean. A typical patrol at an ocean weather station was 21 days, during which time the ship collected oceanographic and atmospheric data. Surface weather observations were transmitted every three hours with instrumental balloon data collected every six hours. Weather balloons provided air temperature, humidity, pressure, and wind direction and speed up to elevations of 50,000 feet. A radio beacon would transmit the ship's location so that overflying aircraft could locate them and collect the recorded data.<sup>29</sup> In January of 1970, Captain Schulz was relieved by Captain Roy K. Angell, who served as *Boutwell's* Commanding Officer for the next two years.<sup>30</sup>

On April 10<sup>th</sup>, 1971, while assigned to Ocean Station Bravo, Dr. James M. Weiner, a U.S. Public Health Service physician who was temporally assigned to the *Boutwell*, fell overboard into the frigid North Atlantic waters approximately 400 miles northwest of Labrador, Canada. After less than six minutes in the water, Dr. Weiner was recovered in critical condition. *Boutwell* contacted the Canadian air force who promptly dispatched a CH113 helicopter with medical personnel aboard. Dr. Weiner was transported to Goose Bay, Canada, where he was later transported by a U.S. C90 aircraft to McGuire Air Force Base in New Jersey. Upon arrival to the hospital, Dr. Weiner was placed in the intensive care unit, suffering from exposure and pneumonia.<sup>31</sup>

While in port Base Boston on February 4<sup>th</sup>, 1972, a Change of Command Ceremony was held at which Captain Angell was relieved by Captain Frederick J. Lessing.<sup>32</sup> Captain Lessing was a graduate of the Merchant Marine Academy and commissioned in the Coast Guard upon graduation. Prior to taking command of *Boutwell*, Captain Lessing had served in World War II, the Korean War, and in the Vietnam War.<sup>33</sup> Not long after the ceremony, *Boutwell* got underway for a routine weather station patrol.<sup>34</sup>

While serving as an ocean weather station at the end of February, *Boutwell* was dispatched to a location 600 miles northeast of St. John's, Newfoundland, to serve as a search and rescue unit for a disabled Soviet H-2 nuclear-powered submarine. A U.S. Navy P3 Orion maritime patrol aircraft spotted the 345-foot submarine during a routine surveillance flight from Iceland.<sup>35</sup> Despite *Boutwell* signaling the sub with her lights to indicate an offer of assistance, no response was ever received.<sup>36</sup> For nine days, from February 26<sup>th</sup> to March 5<sup>th</sup>, *Boutwell* battled 60-foot seas and 80 mile per hour winds, remaining on scene with the disabled submarine and ready to render immediate assistance if required. On March 5<sup>th</sup>, *Boutwell* was relieved by the *Gallatin* who remained on scene until the 21<sup>st</sup>. While *Boutwell* maintained station alongside the sub, various Soviet vessels arrived to render assistance. Eventually, the Soviet submarine was safely towed to a Russian port.<sup>37</sup> For her efforts, *Boutwell* received a Meritorious Unit Commendation from the Secretary of the Navy.<sup>38</sup>

In April of 1973, after 25 years of continuous patrols, the Coast Guard announced the discontinuation of the ocean weather stations.<sup>39</sup> With new satellite technology capable of weather observations and newer jet aircraft that no longer relied on ocean weather station data, the weather stations became obsolete, with all being discontinued or replaced with weather buoys by 1977.<sup>40</sup> With the closing of the weather stations, the Coast Guard increased their focus on fisheries patrols in Alaska. The shift in priorities also meant a new homeport for the recently commissioned *Boutwell*.<sup>41</sup>

### North Pacific and Bering Sea Operations

In July 1973, after over five years of service to the Coast Guard's Atlantic Area, *Boutwell* departed Boston for her new homeport in Seattle, Washington.<sup>42</sup> During the transit to Seattle, on August 19<sup>th</sup>, *Boutwell* received word of a fishing vessel taking on water about 40 miles northwest of Depoe Bay, Oregon. *Boutwell* diverted her course and arrived on scene with the 52-foot fishing vessel *Juliette* and immediately began dewatering efforts. *Boutwell's* crew was able to stop the flooding and escorted the fishing vessel to safety. Even before arriving at her new home on the West Coast, *Boutwell* was already proving to be a valuable asset to the Coast Guard's Pacific Area.<sup>43</sup>

Less than a month later, on September 8<sup>th</sup>, *Boutwell* departed on her first of many patrols in the Gulf of Alaska and Bering Sea. This 44-day patrol, like the many others that followed, was part of a year-round effort by the Coast Guard and National Marine Fisheries Service to impede illegal foreign intrusion and exploitation of marine resources in Alaskan waters.<sup>44</sup> On October 17<sup>th</sup>, while on a routine patrol in Alaska, *Boutwell* was diverted to assist the 35-foot fishing vessel *Sundance* which was taking on water north of Kodiak. Battling 12-foot seas and 50-knot winds, *Boutwell* was able to send a repair party over and control the flooding. She later escorted the fishing vessel safely to Kodiak,<sup>45</sup> receiving a letter of gratitude from one of the crew members as well as accolades from the Alaskan Senator, Ted Stevens.<sup>46</sup>

In the fall and winter of 1973, *Boutwell* was tasked with two unfortunate cases that ended in tragedy. On October 17<sup>th</sup>, the 85-foot crabber *Dauntless* departed Ketchikan enroute to Dutch Harbor, never to be heard from again. *Boutwell* and seven aircraft spent several days searching for the four-member crew but no sign of the vessel was ever found.<sup>47,48</sup> Following that patrol, Captain Lessing was relieved by Captain Robert J. Hanson.<sup>49</sup>

On December 19<sup>th</sup>, *Boutwell* was inport Seattle with her crew on 72-hour standby leave. On that day, the *Oriental Monarch* made a distress call stating she was sinking 500 miles off

Victoria, British Columbia. The crew was recalled, and by 7 p.m. Captain Hanson proceeded to get *Boutwell* underway with less than 100 of her 160-man crew. As she made her way out to sea, *Boutwell* immediately began battling heavy seas in her sprint to the distressed vessel.<sup>50</sup> The 10,000 ton freighter *Oriental Monarch* had loaded 13,000 tons of wheat from Astoria and Vancouver before departing for Japan on December 16<sup>th</sup>. It was speculated that the *Oriental Monarch* lost power in 30-foot seas and 60-knot winds, resulting in the vessel taking punishing waves broadside.<sup>51</sup> The crashing waves caused the freighter's cargo hatches to lift, allowing water to enter the hold and causing the wheat to swell with destructive force.<sup>52</sup> At the time of distress, the *Oriental Monarch* was taking on water in the engine room. Nine hours after the call, the Liberian freighter sank in gale force winds and heavy seas approximately 520 miles northwest of Victoria. Despite responses by Japanese, Russian, Canadian, and American aircraft and vessels, the entire crew died in the frigid waters.<sup>53</sup> In this extremely unfortunate case, *Boutwell* served as a recovery vessel, battling heavy winds and seas to remove 31 deceased crew members still wearing life jackets from the water. Six members of the ship's crew were never found. *Boutwell* returned to Seattle on December 22<sup>nd</sup> to transfer the victims to medical examiners for identification.<sup>54</sup>

After a brief inport period following the *Oriental Monarch* case, *Boutwell* set sail for San Diego in March 1974, to conduct refresher training in damage control, engineering casualties, communications, and nuclear, biological and chemical defense.<sup>55</sup> Upon completion of refresher training, *Boutwell* participated in a combined U.S. Third Fleet and Canadian naval training exercise named "Bead Coral." The exercise, which involved 20 ships, 120 aircraft, and 120,000 servicemen, emphasized anti-submarine and air defense warfare tactics.<sup>56</sup> After the early summer exercise, *Boutwell* was tasked with manning Ocean Station November between Hawaii and San Francisco from mid-May to mid-June. On June 11<sup>th</sup>, *Mellon* arrived on station to relieve *Boutwell*. During the relief, a fuel line broke loose spraying fuel onto one of the *Boutwell's* main diesel engines. The fuel ignited, causing a devastating fire to break out in the engine room. Although the ship's crew were able to subdue the fire, one main diesel engine and one main gas turbine were damaged in the blaze. Despite the damage, *Boutwell* was able to sail home to Seattle for repairs under her own power.<sup>57</sup>

In late September 1974, *Boutwell* again set sail for a six-week Alaska Patrol in which she conducted living marine resource protection and enforcement as well as oceanographic research operations.<sup>58</sup> During the short patrol, her law enforcement personnel conducted several boardings of foreign fishing vessels.<sup>59</sup> *Boutwell* returned in mid November to her homeport of Seattle, just in time for the holidays.<sup>60</sup> In December, Captain Hanson was relieved by Captain John C. Guthrie Jr.,<sup>61</sup> a seasoned cutterman who had held previous commands of the cutters *Staten Island* (WAG-278)<sup>62</sup> and *Kukui* (WAK 186).<sup>63</sup>

*Boutwell* continued her normal pattern of refresher training and Alaska Patrols in 1975. She departed in January for a six week training in San Diego,<sup>64</sup> followed by two, one and a half month Alaska Patrols in the spring<sup>65</sup> and fall.<sup>66</sup>

On January 16<sup>th</sup>, 1976, while inport in Seattle, *Boutwell* was dispatched on a search and rescue mission after the Panamanian freighter *Caspian Career* was reported in distress. The 476-foot freighter was reported in very serious trouble after suffering structural failures and cracked plating in her cargo hold approximately 1,100 miles west of San Francisco.<sup>67</sup> When the *Caspian Career's* 34-person crew attempted to dewater the hold, the pumps were quickly clogged with the freighter's cargo of potash.<sup>68</sup> In desperation, the crew began bailing out water with buckets. With over 20 feet of water in her cargo hold, the bulkheads of the adjoining hold began to buckle under pressure. *Boutwell* arrived on scene and immediately began assisting with dewatering.



After an exhaustive effort, the water level dropped to 10 feet and holding, allowing the vessel to reach San Francisco on January 23<sup>rd</sup> under escort from the Coast Guard Cutter *Resolute*.<sup>69</sup> Both Coast Guard cutters were later commended by Vice Admiral Joseph J. McClelland, the Coast Guard's Pacific Area Commander,<sup>70</sup> and the vessel's owners, Prompt Shipping Corporation Ltd. of Hong Kong, for their valiant efforts.<sup>71</sup>

*Boutwell* would later depart on a six-week Alaska Patrol in the spring of 1976.<sup>72</sup> On April 24<sup>th</sup>, *Boutwell* assisted the National Oceanic and Atmospheric Administration ship *Surveyor* after she suffered a significant reduction gear casualty. *Boutwell* towed the disabled vessel to Kodiak where she was quickly repaired. Had *Boutwell* not been able to assist, the *Surveyor* would have been forced to operate the damaged equipment, and, assuming she would have made it to Kodiak, would have been laid up for a year pending advanced repairs and re-fabrication of her gears.<sup>73</sup> Following her Alaska patrol, *Boutwell* participated in a joint exercise off the coast of southern California from June 21<sup>st</sup> to June 30<sup>th</sup>, 1976.<sup>74</sup> Named Operation READIEX 4-76, the exercise included 14 ships and more than 9,500 servicemen and was designed to test and improve the readiness of the U.S. Third Fleet. During the operation, anti-submarine and surface warfare tactics were exercised in addition to missile firings.<sup>75</sup> Following the exercises, on July 23<sup>rd</sup>, Captain Guthrie was relieved by Captain Richard T. Brower, Jr.,<sup>76</sup> a 1954 graduate of the Coast Guard Academy.<sup>77</sup>

Under new command, *Boutwell* again departed for an Alaskan Fisheries Patrol in the summer. Upon completion of the patrol, while transiting home to Seattle on October 11<sup>th</sup>, *Boutwell* was diverted to assist the *Blue Swan*, a 32-foot fishing boat that was sinking off the coast of Victoria. *Boutwell* arrived in time to assist with dewatering before transferring the fishing vessel to the 82-foot cutter *Point Bennett* for escort to safety.<sup>78</sup>

With the passing of the Fishery Conservation and Management of 1976, which extended the United State's Exclusive Economic Zone out to 200 miles, *Boutwell* saw more extensive and longer patrols in the Bering Sea. At the time of its passing, Alaskan waters generated nearly 10 percent of the world's fishery resources.<sup>79</sup> In the spring of 1977, *Boutwell* departed Seattle for an 11-week patrol in Alaska. During that time she enforced the recently passed law as well as conducted various search and rescue operations.<sup>80</sup> The first of these operations included the medical evacuation of an injured Japanese fisherman from the trawler *Jikyū Maru* on May 15<sup>th</sup>.<sup>81</sup> A month later, *Boutwell* rescued four men from a life raft after their motor vessel, the *Ahaliq*, sank along with the ship's captain about 45 miles north of Port Heiden off the Alaska Peninsula.<sup>82</sup> Throughout the patrol, 69 foreign fishing vessels were boarded to ensure compliance with newly passed conservation law.<sup>83</sup> *Boutwell* returned to Seattle in mid-July after spending Independence Day in Juneau, Alaska. After only a few weeks inport, *Boutwell* headed back to Alaska for a three month patrol.<sup>84</sup>

Following her winter Alaska Patrol on January 3<sup>rd</sup>, 1978, *Boutwell* pulled into the Lockheed yards in Seattle to undergo a \$1 million replacement of her sewage system. While in the yards that May, Captain Brower was relieved by Captain John P. Flaherty,<sup>85</sup> former commanding officer of the cutters *Juniper* (WLM 244) and *Resolute* (WMEC 620).<sup>86</sup> Following the replacement in early July,<sup>87</sup> *Boutwell* again headed south to San Diego to conduct a six-week operational refresher training in the summer of 1978. Apart from the training exercises, *Boutwell* also conducted a live gunnery exercise as well as sensor calibration at San Clemente Island and Long Beach, respectively.<sup>88</sup> Later that year, *Boutwell* departed for yet another Alaska Patrol during which she conducted surveillance operations and enforced international treaties and U.S. laws. During the 60-day patrol, *Boutwell* conducted 39 law enforcement boardings on Japanese, Soviet, and South Korean fishing vessels. While transiting home in December, *Boutwell*

participated in a search and rescue case west of Kodiak Island. Using her helicopter, *Boutwell* located an overturned crab boat, later rescuing its only survivor.<sup>89</sup>

*Boutwell* would continue cyclical patrols in Alaskan waters during 1979, conducting patrols shortly after the New Year<sup>90</sup> and later in the summer<sup>91</sup> of that year. During the 60-day winter patrol, *Boutwell's* law enforcement teams conducted 11 foreign fishing vessel boardings, issuing five citations.<sup>92</sup> In late May and early June, *Boutwell* headed to a short drydock period for repairs in Lake Union, just north of Seattle, Washington.<sup>93</sup> During the summer patrol, *Boutwell* participated in Operation ARCTIC WEST, earning her blue nose and becoming the second Hamilton-class Cutter to cross the Arctic Circle. While on patrol, *Boutwell* executed 15 law enforcement boardings of foreign fishing vessel in addition to two search and rescue cases. She returned home from the 90-day patrol on August 19<sup>th</sup>.<sup>94</sup>

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### **The *Prinsendam* Rescue**

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For the *Boutwell* crew, the 1980's began in much the same manner as they had for the past seven years. During the spring, *Boutwell* conducted a two-month Alaska Patrol in which she completed 20 law enforcement boardings of foreign fishing vessels in addition to responding to four search and rescue cases.<sup>95</sup> Following the patrol in July, Captain Flaherty was relieved by Captain Leroy G. Krumm.<sup>96</sup> Later that year, *Boutwell* departed on a second patrol, one that would put her name on the headlines of papers across the world.

On October 4<sup>th</sup>, 1980, *Boutwell* was moored in Juneau, Alaska, participating in the city's centennial celebration when, at 1:40 am, she received tasking to get underway in support of an urgent search and rescue case 429 miles east of Kodiak. At 1:00 am, in the early hours of the 4<sup>th</sup>, Communication Station San Francisco had received a distress call from the luxury liner *Prinsendam* reporting an out of control engine room fire. The hours and days that followed marked what has become known as one of the most miraculous air and sea search and rescue missions of all time.<sup>97</sup>

The *Prinsendam* was the newest of five luxury liners owned by Holland/American lines of the Netherlands. It was 427 feet long with a breadth of 62 feet and a draft of 19 feet. Its cruising speed was 19 knots and it had a gross register of 9,000 tons. As a cruise ship, the *Prinsendam* was known for its amenities and creature comforts. Among these were a swimming pool, restaurant, three bars, a cinema, a shopping center, and 209 staterooms. The *Prinsendam* began its voyage in Vancouver, British Columbia, on Tuesday, September 30<sup>th</sup>, 1980. It was to be an extensive 31-day cruise through the inside passage of southeast Alaska to Ketchikan, Shanghai, Hong Kong, and Singapore. A total of 519 persons were aboard the vessel including 164 Indonesian crew members, 26 Dutch officers, and 329 passengers, most of who were elderly.<sup>98</sup>

The eventual rescue of the *Prinsendam's* entire crew and passengers was a joint effort by the U.S. Coast Guard, U.S. Air Force, Canadian Armed Force, and the Merchant Marine. *Boutwell* was among the first to respond, along with Coast Guard Cutter *Woodrush*, Coast Guard Cutter *Mellon*, four H-3 helicopters, two HC-130 cargo planes, two CH-46 Canadian Armed Forces helicopters, and three Canadian fixed wing aircraft. Additionally, the U.S. Air Force supplied an H-3 helicopter and an HC-130 refueler. The 1,000 foot tanker *Williamsburgh* also played a pivotal role in the rescue, as it was equipped with a helicopter pad and had room to house a majority of the survivors.<sup>99</sup>

By 5:12 a.m. on the 4<sup>th</sup>, the fire had spread forward and upward, eliminating the ship's power and firefighting capability. At 5:15 a.m., the order was given by the Master of the *Prinsendam* to abandon ship. Six lifeboats, one covered motor launch, and four life rafts were launched into 5 to 10-foot seas with 10 to 15-knot winds. Only 50 members of the crew were left on board to attempt to fight the fire. Stormy weather approached as helicopters started lifting survivors to the tanker *Williamsburgh*. The weather deteriorated steadily during the night and hoisting operations became increasingly difficult. At 1:45 p.m., *Boutwell* arrived on scene as winds reached over 25 knots and the seas grew to 20 to 35 feet. The *Williamsburgh* headed for Yakutat, Alaska and remaining survivors were quickly lifted to *Boutwell*. By 4:30 p.m. only one lifeboat of survivors remained to be transferred. At 6:45 p.m. all 519 survivors were believed to be accounted for by either *Boutwell*, the *Williamsburgh*, or in Sitka. Once onboard, survivors received immediate medical attention, blankets, and food. With the known survivors safe, several vessels were released from the rescue operations, but *Boutwell* remained on scene in order to serve as a landing platform for a helicopter medical evacuation of two serious medical cases.<sup>100</sup>

Once a head count of survivors was conducted, it was discovered that two Canadian Air Force pararescuemen were unaccounted for, having last been seen in a lifeboat with about 18 other survivors. *Boutwell* and *Woodrush* began the search for the lifeboat at 12:15 a.m. on Sunday, October 5<sup>th</sup>. Within 45 minutes of returning to the scene, the craft was located by *Boutwell* and all 18 survivors and both pararescuemen were taken aboard.<sup>101</sup> Later that day, *Boutwell* sailed into Sitka with 83 passengers onboard, followed closely by the *Williamsburg* which arrived in Valdez with more than 380 survivors.<sup>102</sup>

In the days that followed, the *Prinsendam* continued to smolder. On October 7<sup>th</sup>, once most of the smoke had subsided, the ocean-going tug *Commodore Straights* placed the *Prinsendam* in tow. Progressive damage due to "hot spots" left over from the intense heat of the fire made the *Prinsendam* increasingly difficult to tow. By Thursday, October 9<sup>th</sup>, the upper decks were extensively burned out and the bridge area was at the point of total collapse. Having sustained significant damage including the failure of multiple port lights in her lower decks, water was able to penetrate the hull. By Friday, October 10<sup>th</sup>, the *Prinsendam* had a 35° list. The list had increased to 40-45° by Saturday and at 3:30 a.m. that same day, the *Prinsendam* rolled on its starboard side and sank within 3 minutes into 9,000 feet of water.<sup>103</sup> For "the valiant persistence, professional skill and untiring efforts" of *Boutwell's* crew during the entire ordeal, the ship was awarded the Coast Guard's Unit Commendation.<sup>104</sup>

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A few weeks after the famous *Prinsendam* rescue, *Boutwell* was again diverted on a search and rescue case 740 miles southwest of Kodiak. The offshore drilling platform *Dan Prince*, which was being towed from Alaska's Norton Sound to a location off the Ivory Coast in Africa, transited into a low pressure system with 60-knot winds and 30-40 foot seas. The harsh weather caused her helicopter landing platform to collapse, severing her tow line and damaging her ballast tanks.<sup>105</sup> After drifting for two days, *Boutwell* arrived on scene on October 20<sup>th</sup>, rescuing all 18 men aboard the 208-foot platform. *Boutwell* remained on scene as the rig was again placed in tow.<sup>106</sup> The next morning on October 22<sup>nd</sup>, at 5:25 a.m., the *Dan Prince* capsized and sank in heavy seas.<sup>107</sup>

On November 7<sup>th</sup>, *Boutwell* returned to a hero's welcome in Seattle, having completed its most unique and challenging Alaska Patrol to date. Upon her return, *Boutwell* received a fireboat water salute and was later greeted at the pier by Rear Admiral Charles E. Larkin, the Coast Guard's Thirteenth District Commander, survivors of the *Prinsendam* rescue, Henry Hopkins,

honorary consul for the Netherlands, city and Port of Seattle officials, as well as the families and friends of the crew. The ceremony honored *Boutwell* for her crew's exemplary performance during the *Prinsendam* and *Dan Prince* rescues, both of which ended with no loss of life.<sup>108</sup>

After less than a month inport, *Boutwell* departed for various military exercises off the southern California coast. From December 8<sup>th</sup> through the 15<sup>th</sup>, *Boutwell* participated in READIEX 1-81, a maritime combat readiness exercise with the U.S. Navy.<sup>109</sup> Shortly after, *Boutwell's* crew participated in another naval exercise, "Kernel Usher 1-81." This multi-ship amphibious exercise focused on anti-air and anti-missile defense tactics in addition to special operations with underwater demolition teams and the U.S. Navy SEALs.<sup>110</sup> Apart from *Boutwell*, 1,500 U.S. Marines, five U.S. Navy amphibious assault ships, one Forrest Sherman-class destroyer, and one attack submarine participated in the multi-day exercise.<sup>111</sup>

At the beginning of 1981, *Boutwell's* crew enjoyed a short inport in Seattle before departing on yet another two-month Alaskan Fisheries Patrol. The patrol included 11 boardings of foreign fishing vessels from Poland, Korea, and Japan, as well as critical habitat preservation off the coast of Attu Island.<sup>112</sup> On March 9<sup>th</sup>, 1981, *Boutwell* was tasked with assisting the U.S. Navy in neutralizing a potential pollution hazard just off the western coast of Attu Island. The 291-foot Korean freighter *Daerim* was aground, having been taken in tow by a Soviet salvage ship earlier in the week and subsequently released. The *Daerim* had caught fire on February 27<sup>th</sup> with only two of her 26 crewmembers rescued after abandoning ship. With 110,000 gallons of diesel fuel onboard, the ship had the potential to wipe out an entire flock of birds that normally nested on Attu Island during the early spring. The adjoining area was also a habitat for thousands of sea lions and other marine mammals.<sup>113</sup> Using *Boutwell* as a platform, members of the Navy Explosive Ordnance Disposal team set off high explosives to vent and burn off the remaining fuel. Despite the explosives used, two tanks failed to puncture during the operation. In order to vent the final tanks, *Boutwell's* gun crews raked the ship with machine gun fire, successfully puncturing both.<sup>114</sup>

During the following Alaskan Fisheries Patrol in the summer of 1981, *Boutwell* conducted routine inspections of foreign fishing vessels and ensured compliance with the 200-mile fishing conservation zone. During the patrol, *Boutwell* rescued two Japanese crewmen who were injured after an explosion occurred in the engine room of their fishing trawler.<sup>115</sup> While transiting home on September 3<sup>rd</sup>, *Boutwell* was diverted to assist the U.S. Navy's Third Fleet and Canadian Maritime Force Pacific in a surveillance operation off the coast of Washington and Oregon. A Soviet Patrol unit including a Kara-class missile cruiser, two Kirva-class guided-missile frigates, a replenishment ship, and possibly a submarine were transiting south along the Pacific Coast, coming closer to the U.S. western coast than they had in nearly 10 years.<sup>116</sup> Their presence was believed to have been a reaction after two Libyan fighters were shot down by American planes in the Mediterranean.<sup>117</sup> *Boutwell* tracked the Soviet ships off Alaska as they headed south until she was relieved by Canadian forces.<sup>118</sup> Following the Alaska Patrol and a short inport, *Boutwell* headed south to San Diego for her yearly six-week refresher training.<sup>119</sup>

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### ***Death, Drugs, and Sabotage: The "Orca" Interdiction***

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On June 20<sup>th</sup>, 1982, after a recent departure from a port call in Anchorage during a routine Alaskan Fisheries Patrol, *Boutwell* was steaming in the Gulf of Alaska when a 39-foot sailboat was sighted approximately 700 miles south of the Aleutian Island chain. Due to the sailboat's size and distance from land, Captain Krumm became suspicious and decided to send a boarding team over to conduct a vessel safety inspection. During the inspection, the boarding

party discovered numerous foil and plastic wrapped packages that the *Orca*'s crew claimed were filled with dried fruit. Once the boarding officer, Jack Rutz, informed the skipper, John Humphrey, that he intended to test the contents for drugs, Humphrey said "how about for \$100,000 we don't proceed any further and you just look the other way."<sup>120</sup> Declining the skipper's offer, one of the packages was tested and found positive for marijuana. The crew was taken into custody and the *Orca* and her cargo were seized. In total, the 580 packages, each weighing an estimated five pounds, contained more than 3,100 pounds of high-grade southeast Asia marijuana, with an estimated street value of \$3 million. A shotgun, rifle, and .45 caliber handgun, as well as a small amount of cash were also found onboard. After transferring the *Orca* crew to *Boutwell*, the ship was placed in tow and *Boutwell* set her course for Dutch Harbor. The *Orca* interdiction marked the first marijuana interdiction by an Alaskan-waters cutter in the Coast Guard's history.<sup>121</sup>

After the interdiction, crewmembers regularly joked about stealing the *Orca*'s leafy green cargo. Unfortunately for Captain Krumm, the joke quickly became a sad reality that plagued the *Boutwell* on its transit to offload the contraband. On the night of June 22<sup>nd</sup>, a watchman on a round of the ship discovered 50 gallons of fuel sloshing around in *Boutwell*'s steering room. The casualty was suspicious and it didn't take long before other signs of trouble were found including a severed fuel line and damaged electrical connectors to the emergency gas turbine generator, *Boutwell*'s emergency power supplier.<sup>122</sup> In the engine room, lubricating oil had been drained from one of *Boutwell*'s primary generators in an attempt to permanently damage the engine.<sup>123</sup> Crewmen also discovered a fire hose shoved into a fuel tank opening in an attempt to contaminate and disable *Boutwell*'s propulsion engines. Fireman B was found nearby and immediately questioned for his involvement. It didn't take long for Fireman B to implicate himself and another, Seaman Apprentice G, in a sabotage attempt which could have disabled *Boutwell* hundreds of miles from land with no means of power generation or propulsion. Fireman B and his accomplice had planned to disable *Boutwell* before floating back to the *Orca*, cutting the tow, and hijacking the vessel.<sup>124</sup> Seaman Apprentice G would later admit to conspiring with Fireman B to commandeer the sailboat, stealing two survival suits as well as paint and brushes so that the *Orca* could be repainted after it was stolen.<sup>125</sup> After the discovery of the ill planned sabotage attempt, *Boutwell* changed course for Kodiak, fearing that other smugglers associated with the *Orca* might be in the area.<sup>126</sup>

On June 29<sup>th</sup>, seven days after the failed sabotage attempt, a second attempt was made on the *Orca*'s marijuana. Seaman H donned a wetsuit and lifejacket that night and attempted to get his hands on some of the *Orca*'s cargo by floating down the towline. During the attempt, he fell into the water and became entangled in approximately 100 feet of line. One of the watchmen on duty that night thought he heard a shout for help which initiated a search of the area.<sup>127</sup> *Boutwell* came dead in the water for five minutes, illuminating the entire area around the ship in search of the possible man overboard.<sup>128</sup> As *Boutwell* remained stopped, accountability was taken but Seaman H was reported sleeping below decks by Seaman C, his accomplice in the scheme to retrieve the marijuana. The search was briefly called off since everyone was reportedly accounted for. Soon after, a head count was conducted and Seaman H was discovered missing.<sup>129</sup> An announcement was made over the ship's intercom system, requesting Seaman H report to the bridge. When no response was received,<sup>130</sup> an intensive search was initiated by *Boutwell*, a C-130 transport plane, and a helicopter. Seaman H's lifeless body was discovered seven hours later, having succumbed to exposure in the frigid Alaskan waters.<sup>131</sup>

Seaman C would later admit to the scheme as well as for assisting Seaman H into the water from the ship's fantail. In order to prevent the attempt from being reported, Seaman C threatened the tow watch, Seaman J, and told him "to keep his mouth shut and see nothing."

Seaman J later failed on three occasions to report seeing Seaman H go overboard when questioned by officers during the search, fearing repercussions from Seaman C.<sup>132</sup> Fireman B, Seaman Apprentice G, Seaman C, and Seaman J were all later convicted at Courts-Martial for their various involvements in the separate schemes.<sup>133</sup>

*Boutwell* finally arrived in Kodiak on July 2<sup>nd</sup>, ending an ordeal plagued by saboteurs and death. The marijuana was offloaded and turned over to the U.S. Drug Enforcement Administration with the *Orca* placed in the custody of U.S. Customs.<sup>134</sup> *Boutwell* returned home to Seattle six days later on July 8<sup>th</sup>. Instead of the normal welcome afforded to cutters who have made notable drug interdictions, *Boutwell* and her Captain were instead greeted by reporters eager to hear of the unfortunate events which had overshadowed her historic seizure. For Captain Krumm, the patrol marked his last voyage on *Boutwell*, ending his highly successful tenure that included the *Prinsendam* and *Dan Prince* rescues.<sup>135</sup>

During the *Orca* crews' trial the following year, it was learned that the vessel had set sail from Singapore on April 30<sup>th</sup>, 1982, making a stop in the Philippines as well as a suspected stop in Thailand to onload marijuana. Based on navigational charts discovered on the vessel, it was determined that the smuggling crew had planned on sailing the *Orca* to the San Francisco area.<sup>136</sup> It was later learned that the *Orca* was leased through a broker out of San Francisco and that the vessel's actual name was *Golden Egg*. The broker claimed no part in the smuggling attempt.<sup>137</sup> Humphrey and his two crewmen, Robert Smith and William Garbez, were later convicted of drug running and sentenced to eight, five, and four years in prison, respectively. At the time, the *Orca* interdiction had the largest amount of drugs ever to be the subject of a criminal case in the Alaskan federal court system.<sup>138</sup>

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On July 22<sup>nd</sup>, less than a month after the *Orca* interdiction, Captain Krumm was relieved by Commander Peter A. Joseph<sup>139</sup> who had served as *Boutwell*'s Executive Officer for 10 months before assuming Command. Commander Joseph was later promoted to the rank of Captain in August of 1982. His most recent assignments prior to Commanding *Boutwell* included Commanding Officer of the Cutter *Valiant* (WMEC 621) and Deputy Chief of Intelligence and Security at Coast Guard Headquarters in Washington, D.C.<sup>140</sup>

While on an Alaskan Fisheries Patrol, on March 12<sup>th</sup>, 1983, *Boutwell* was diverted to a search and rescue case after the fishing vessel *Sea Hawk* was reported in distress approximately 80 miles southwest of Dutch Harbor. The 72-foot vessel suffered a rudder casualty and later capsized. All six crewmembers were thrown into the water, with only five managing to don survival suits. The ship's cook, who was unable to don a survival suite prior to entering the water, was blown away from the other five members, and later perished.<sup>141</sup> In order to stay afloat, the *Sea Hawk*'s five remaining crewmember's gathered barrels, pallets, buoys, and other debris from their sunken ship.<sup>142</sup> Battling blizzard-like conditions, *Boutwell* made best speed towards the fishing vessel's last known position. Despite a 20-mile error in reported distress position, *Boutwell* located the survivors who had spent over an hour in the 33 degree water, and promptly brought them aboard.<sup>143</sup>

During a subsequent patrol to Alaska on July 25<sup>th</sup>, 1983, the 44-foot halibut trawler *Comet* made a distress call stating that she was in danger of capsizing and was taking water over the stern.<sup>144</sup> At the time the *Comet*, which was loaded with 30,000 pounds of Bering Sea halibut, was just 14 miles from the safety of Dutch Harbor, battling 30-plus-knot winds and 15-foot seas.<sup>145</sup> *Boutwell*, who happened to be in the area 20 miles north of Dutch Harbor, quickly

responded and made preparations to assist.<sup>146</sup> In what may be *Boutwell's* fastest rescue, all four passengers were safely recovered from the water less than five minutes after abandoning the sinking boat.<sup>147</sup> For her rescue of the crews of the fishing vessels *Sea Hawk* and *Comet*, as well as her performance during the yearly refresher training and joint summer exercises, *Boutwell* was awarded the Coast Guard Meritorious Unit Commendation on March 5<sup>th</sup>, 1984.<sup>148</sup>

On August 25<sup>th</sup>, 1983, at a Change of Command Ceremony in Seattle, Captain Joseph was relieved by Captain John C. Trainor.<sup>149</sup> After serving two years as *Boutwell's* Commanding Officer, Captain Trainor was relieved by Captain Leo N. Schowengerdt Jr. in August of 1985. Captain Schowengerdt, a 1960 graduate of the Coast Guard Academy, was previously assigned as the Assistant to the Vice President and Director, National Narcotics Border Interdiction System in the White House, as well as Commanding Officer of the Cutter *Duane* (WHEC 33).<sup>150</sup>

In early September 1986, *Boutwell* participated in the tragic search for the crew of the fishing vessel *Normar II*. The 82-foot vessel had been reported missing by a Korean processing vessel on September 11<sup>th</sup>, which initiated a four day search by *Boutwell*, two C-130 aircraft, a helicopter, and 38 fishing vessels. The *Normar II* was discovered partially submerged about 120 miles northeast of St. Paul Island in the Bering Sea but sank before rescuers could arrive.<sup>151</sup> The search was briefly called off before being reopened for another two days the following week upon requested from the family and friends of the four-person crew. Battling 40 mile per hour winds and 20-foot seas, *Boutwell's* search ended on September 17<sup>th</sup>.<sup>152</sup>

While underway in the Bering Sea in the winter of 1987, *Boutwell* was diverted on a rescue and assistance case approximately 200 miles southwest of Sitka.<sup>153</sup> The 125-foot trawler *Atlantic Pride* reported losing power in the area on February 3<sup>rd</sup>. In 30-foot seas and 40-knot winds, a wave had struck the trawler causing water to spill into her exhaust stack, subsequently disabling both of the ship's generators. With no power, the ship drifted in the heavy seas and began flooding until a C-130 cargo plane from Kodiak was able to successfully deliver dewatering pumps. The five person crew was able to keep the flooding under control until the next day at midnight when *Boutwell* arrived. A rescue and assistance team was dispatched to the *Atlantic Pride* with the hopes that power could be restored and she could continue on under her own power.<sup>154</sup> After those efforts failed, *Boutwell* placed the trawler in tow and steamed towards Sitka, safely delivering the ship on February 7<sup>th</sup>.<sup>155</sup>

Less than a week after the *Atlantic Pride* case, *Boutwell* was tasked with assessing a vessel abandoned and adrift 120 miles northwest of Dutch Harbor. The *Fukuyoshi Maru No. 85*, a 185-foot Japanese long-liner, was believed to have had a propane tank explode in the ship's galley, killing one man and injuring two other crewman before the entire ship was engulfed in flames. Twenty-five other crewmembers safely abandoned the ship to the safety of a sister ship. When *Boutwell* arrived on scene, two crewmembers were sent over to the stricken ship to determine the feasibility of placing it in tow. After the assessment, it was determined that the vessel could only be safely towed to port in ideal weather conditions. Since a weather front was quickly approaching, *Boutwell* received permission from the vessel's owners to sink her. On Friday, February 13<sup>th</sup>, *Boutwell* shelled the *Fukuyoshi Maru No. 85* with her 5-inch deck gun until she sank.<sup>156</sup> *Boutwell* returned home from the patrol in late February.<sup>157</sup>

In late March 1987, *Boutwell* arrived at the Fairhaven Terminal in Bellingham, Washington for a seven-week drydock. During the drydock, *Boutwell* underwent nearly \$1 million worth of maintenance including a hull inspection, reduction gear maintenance, engine maintenance, and overhauls of her sewage system and anchors. The drydock availability had to meet stringent deadlines so that *Boutwell* could sail on schedule for another fisheries patrol in

Alaskan waters on June 1<sup>st</sup>.<sup>158</sup> On May 28<sup>th</sup>, with the drydock work winding down, a Change of Command ceremony was held in Bellingham at which Captain Schowengerdt was relieved by Captain Cecil W. Allison. Captain Allison's previous duties included Coast Guard Liaison Officer to Commander in Chief, Pacific Fleet, Liaison for Officer Maritime Defense Naval Zone to Commander, Third Fleet, and Executive Officer of the cutters *Vigilant* (WMEC 617) and *Hamilton* (WHEC 715).<sup>159</sup>

Following the drydock, *Boutwell* departed on an Alaska Patrol in the summer of 1987. On July 15<sup>th</sup>, while underway in the Bering Sea, *Boutwell* was diverted after receiving a distress call from the vessel *Galaxy* stating that they had a medical emergency onboard. Once on scene, a medic was dispatched to assess and assist the injured man. The crewman had been struck in the head by a swinging boom, resulting in a 5-inch gash. While attempting to stabilize the injured crewman, the man died, succumbing to the injury four hours after the accident.<sup>160</sup> Following the Alaska Patrol, *Boutwell* sailed to San Diego for yearly refresher training. At the conclusion of the six-week training period, *Boutwell* returned to Seattle for a much-welcomed inport during Christmas and New Years.<sup>161</sup>

In January 1988, *Boutwell* set sail for Alaska. Around that time the Coast Guard was receiving reports of numerous suspected illegal incursions by foreign fishing vessels into the U.S. Exclusive Economic Zone. From July to November of the previous year, Coast Guard and civilian surveillance flights discovered 94 foreign fishing vessels inside U.S. waters with another 75 observed fishing in the area known as the "doughnut hole." The "doughnut hole" is a nickname used to describe the area of ocean that is surrounded by, but outside of, the exclusive economic zones of Russia and the United States. These numbers led to suspicion that the doughnut hole was being used as a staging ground for foreign fishing vessels to sneak into U.S. waters under cover of darkness or severe weather to exploit its resources. By following these tactics, it became extremely difficult for Coast Guard cutters and surveillance aircraft to actually catch foreign vessels actively fishing in the U.S. Exclusive Economic Zone.<sup>162</sup>

After attending training on foreign fishing vessels in Juneau, followed by fish identification school in Kodiak, *Boutwell* officially commenced her winter Alaska Patrol. Just two days after departing Kodiak, *Boutwell* was dispatched on her first of three search and rescue cases. Fighting heavy seas, *Boutwell* served as a landing and refueling platform for a helicopter that rendered assistance to the fishing vessel *Wayward Wind*, which reported taking on water south of Kodiak. Later in the patrol, the fishing vessel *Captain Billy* ran aground near Yunaska Island, requiring *Boutwell* to again serve as a landing and refueling platform for the assisting helicopter.<sup>163</sup>

During the patrol, on February 2<sup>nd</sup>, *Boutwell* seized the 200-foot U.S. fishing vessel *Alaskan Hero* for illegally transferring 450 metric tons of fish to a Japanese cargo ship on January 24<sup>th</sup>. The 499-ton Japanese cargo ship *Shinwa Maru* had been seized on January 30<sup>th</sup> while inport Dutch Harbor by the National Marine Fisheries Service. The ship, which did not have permits to operate in the Gulf of Alaska let alone permits to take cargo from U.S. ships, only held permits to serve as a support ship for foreign flagged vessels in the Bering Sea.<sup>164</sup> *Boutwell* escorted the *Alaskan Hero* into Dutch Harbor and stood by until the U.S. Marshall arrived. Both vessels were later bonded and released. In addition to the seizure of the *Alaskan Hero*, *Boutwell* also conducted numerous fishing vessel boardings throughout the patrol, issuing four warnings.<sup>165</sup>

During the second half of the patrol, *Boutwell* participated in an icing prevention and removal research project conducted by an engineer from the Navy's David Taylor Research Center in Annapolis, Maryland. The research included the testing of different ice phobic coatings



as well as a deck deicer. In order to facilitate the project, *Boutwell* ventured into ice storms as well as purposely steered into the elements in order to force freezing ocean spray onto the ship.<sup>166</sup> *Boutwell* ended her Alaska Patrol with the rescue of a critically injured crewman from the Panamanian freighter, *Ikan Acapulco*. The Korean crew member had fallen, sustaining a critical head injury and breaking both arms. *Boutwell* steamed over 200 miles to reach the vessel, transferring a corpsman and interpreter to assist the patient. After the transfer, *Boutwell* and the *Ikan Acapulco* made best speed towards Kodiak, arriving 11 hours later in range of the air station. The patient, accompanied by *Boutwell's* corpsman and translator, were then flown to a nearby hospital for treatment.<sup>167</sup>

Following the Alaska Patrol, *Boutwell* returned to Seattle before departing in the early summer for the Portland Rose Festival. On June 8<sup>th</sup>, *Boutwell* kicked off the 80<sup>th</sup> Annual Rose Festival with her arrival to Portland, Oregon. *Boutwell*, led by the Portland's Fire Boat *David Campbell*, was the first U.S. military ship to make its way down the Willamette River.<sup>168</sup> She was followed closely by the guided missile cruiser USS *Valley Forge*, the buoy tender *Iris* (WLB 395), the replenishment tanker USS *Kansas*, and the dock-landing ship USS *Mount Vernon*.<sup>169</sup> During the weekend, *Boutwell* hosted tours of the ship and a wardroom luncheon for the Junior Miss Rose Festival Princess and her court.<sup>170</sup> *Boutwell* departed Portland at the conclusion of the festival on June 13<sup>th</sup>.<sup>171</sup> For being "such great Coast Guard ambassadors" during the Festival, the crew received a personal thank you letter from Rear Admiral Theodore J. Wojnar, the Coast Guard's Thirteenth District Commander.<sup>172</sup>

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### ***Record Breaking Bust: The Encounter Bay Seizure***

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On June 28<sup>th</sup>, 1988, with the ship in port Seattle, Captain Allison was summoned by Coast Guard officials to be briefed on a developing drug shipment from the Far East. Attending the briefing were *Boutwell's* Executive Officer, Commander Dan San Romani, as well as the Operations Officer and Weapons Officer.<sup>173</sup> Captain Allison would later get *Boutwell* underway but not before telling his wife, Mrs. June Allison, "Have a happy Fourth of July...watch the news." *Boutwell* would later be involved in what was, at the time, the largest maritime drug raid in West Coast History.<sup>174</sup>

Two days after the briefing, a Coast Guard C-130 patrol aircraft from Sacramento, California, was dispatched and located a flagless offshore oil rig supply ship approximately 500 miles west of the Straits of Juan de Fuca.<sup>175</sup> Quickly recognizing the aircraft as a Coast Guard surveillance flight, the suspect vessel came about, making best course and speed away from the Washington Coast. *Boutwell* quickly responded, running down and intercepting the fleeing 187-foot vessel that was steaming westward.<sup>176</sup> Despite signaling the vessel by radio, flag, light, and bullhorn, the ship refused to respond to *Boutwell's* presence and orders to stop. While alongside, *Boutwell's* crew was able to make out the word "Panama" in obscured lettering.<sup>177</sup> With an indication of the vessel's nationality, *Boutwell's* command requested a Statement of No Objection from the Commandant of the Coast Guard to stop and board the vessel.<sup>178</sup>

After receiving permission from the Panamanian Embassy to conduct a law enforcement boarding, *Boutwell* ordered the *Encounter Bay* to heave to so that she could be boarded. Again, no indication of compliance was received from the *Encounter Bay*. Faced with mounting evidence of illegal activity, *Boutwell* requested and received permission from the Coast Guard's Thirteenth District Commander to fire warning shots in an attempt to stop the vessel. Even after firing numerous bursts from the .50 caliber machine gun across the vessel's bow as well as one inert round from the 5-inch deck gun, the ship continued to ignore orders to stop. Frustrated by

the vessel's attempts to avoid a boarding, another Statement of No Objection was requested and received from the Commandant, this time for the employment of disabling fire.<sup>179</sup> After receiving permission to disable the *Encounter Bay*, Captain Allison warned the ship's crew that their ship would be disabled and that they needed to evacuate the engine room.<sup>180</sup> The gun crew took aim, not only unleashing 60 .50 caliber rounds into the *Encounter Bay*'s rudder and engine room, but also making history as the first cutter to employ disabling fire on the West Coast.<sup>181</sup> Immediately after firing the 60 rounds, and with still no response from the *Encounter Bay*, Captain Allison warned the ship that the next string of fire would be from *Boutwell*'s 20 mm machine guns. A response was immediately received. The *Encounter Bay* made an indication of surrender and stated that they had lost engine control, a result of the disabling fire.<sup>182</sup>

LT Thomas Rogers, the *Boutwell*'s lead boarding officer and Weapons Officer, hastily led a boarding team over to the *Encounter Bay*.<sup>183</sup> Once onboard, the boarding party quickly detained the ship's 18-man crew, which included three Americans, one from New Zealand and one from England, and 13 men from Indonesia, Thailand, and Singapore.<sup>184</sup> Once the crew was mustered, the boarding team, assisted by the *Encounter Bay*'s Master and Chief Engineer, surveyed the damage from the disabling fire to ensure that the vessel was safe for the boarding team and those detained.<sup>185</sup> While surveying the damage, it was determined that a cooling line had been ruptured on the ship's diesel generator. As cooling water drained, the generator overheated and secured, disabling the *Encounter Bay*'s engine controls.<sup>186</sup> Once it was determined that the vessel was in no immediate danger, the boarding and search of the vessel commenced.<sup>187</sup>

During the ensuing search, the boarding party discovered empty file cabinets as well as missing storage disks from the ship's two computers. It became apparent that the ship's crew had used their time wisely while resisting the Coast Guard's orders to stop. Based on the amount of smoke emanating from the ship's stacks, it was believed that all records were burned in an attempt to prevent disclosure of the ship's origin and destination. As the search continued, the boarding party gained access to the four shipping containers on the *Encounter Bay*'s deck. They found their prize. Although only estimated at the time, it would later be confirmed that the containers housed 72 tons of marijuana. The shipment was comprised of 8,000 individual blue nylon packages, each with a label reading "passed inspection."<sup>188</sup> Ripping open one of the packages, the boarding team quickly verified the leafy substance as marijuana of the highest quality. Despite the immense size of the shipment, very few stems and very few seeds were found.<sup>189</sup>

Later that day, the *Encounter Bay* was placed in tow with *Boutwell* making best speed towards Seattle.<sup>190</sup> During the six day transit, the boarding party spent much of their time collecting evidence and preparing the case file package for later use in court.<sup>191</sup> On July 6<sup>th</sup>, *Boutwell* arrived in Seattle where she was greeted at Pier 36 by more than a dozen DEA agents, members of the press, and *Boutwell* families. Prior to arriving, a makeshift flag was displayed on *Boutwell*'s mast of a marijuana leaf with a red circle and line through it and the slogan, "We Came. We Saw. We Busted." Despite having been briefed prior to the operation, Captain Allison insisted to the press that the *Encounter Bay* seizure was merely a random sighting, and not based on intelligence information. Instead, the reason for intercepting the vessel included the fact that it wasn't flying a flag, the name and homeport being obscured, and a ship type that appeared out of place off the Washington coast.<sup>192</sup> For their exceptional planning and execution of the *Encounter Bay* interdiction, the *Boutwell* crew was awarded the Special Operations Service Ribbon.<sup>193</sup>

In the months that followed the interdiction, *Boutwell*'s boarding team would come under intense legal scrutiny by the defense lawyers of the *Encounter Bay*'s crew. As questioning

intensified, the truth behind both the Coast Guard's intelligence prior to the operation as well as the DEA's involvement prior to the seizure, slowly came to light. In documents filed during the federal court proceedings, the full story behind the *Encounter Bay* seizure was told.<sup>194</sup>

On May 5<sup>th</sup>, 1988, Brian Daniels, a wealthy New York-born U.S. citizen, who had lived in Thailand for years, met with five other men at a hotel room in Kowloon, Hong Kong, to plan one of the biggest marijuana shipments of his career. Present at the meeting were two Pacific Northwest fishermen who had volunteered their vessels to meet and offload the *Encounter Bay* in view of Washington. What the New Yorker turned marijuana kingpin failed to realize is that these two fishermen were undercover DEA agents. Also present at the meeting were Samuel J. Colflesh and Robert Colflesh, twin-brothers and former Green Berets who had been living in the Far-East for the past few years. Also at the meeting was Michael Forwell, an Australian who had formed a front company in Hong Kong called Trademax. Apart from laundering money in Hong Kong, the company also served as the hiring agent for the *Encounter Bay's* crew. During the meeting, Samuel, the skipper of the *Encounter Bay*, described his 15-year career in the smuggling business, including yearly trips to the U.S. He also described the smuggling vessel's characteristics and communications capabilities.<sup>195</sup>

On April 15<sup>th</sup>, a month prior to their meeting with Daniels, the DEA agents had met with Forwell and the Colflesh brothers in order to inspect a vessel in Hong Kong harbor that closely resembled the *Encounter Bay*. At this meeting, the DEA agents were able to obtain knowledge of the *Encounter Bay's* name as well as its registry in Panama. The registry was made under Countess Shipping Corporation, a company that was later found to be nothing more than a piece of paper created by Trademax.<sup>196</sup>

On June 2<sup>nd</sup>, the *Encounter Bay* departed Singapore for the South China Sea. While off the coast of De Nang, Vietnam, Daniels' vessel, the *Meridian*, which had been loaded by Vietnamese soldiers, rendezvoused with the *Encounter Bay* to transfer the 72-tons of marijuana. Later that month, on June 25<sup>th</sup>, the DEA agents met with Robert at an inn near Seattle-Tacoma International Airport in order to receive the detailed operations plan as well as a hand-held VHF radio, pre-tuned with a specified frequency, so that they could make contact with the *Encounter Bay*.<sup>197</sup>

Daniels was later arrested by the DEA in Zurich, Switzerland, where he fled following the *Encounter Bay* seizure. In order to avoid raising his suspicion, the Coast Guard, including *Boutwell's* Captain, indicated during multiple press briefings that they had no prior knowledge of the *Encounter Bay* before the June 30<sup>th</sup> interdiction.<sup>198</sup> The Colflesh brothers and the rest of the *Encounter Bay* crew would later plead guilty to drug smuggling. In exchange for cooperating in further drug-smuggling investigations, the prison term sentence for the brothers was limited to 10 years.<sup>199</sup> Daniels, on the other hand, was extradited to the United States and sentenced on October 29<sup>th</sup>, 1990, to 25 years in prison and a \$6.25 million fine.<sup>200</sup> Forwell evaded authorities for nearly five years following the interdiction. In January 1993 he was arrested in London by Scotland Yard and extradited to the U.S. seven months later. He was tried and convicted for smuggling in on March 15<sup>th</sup>, 1996, receiving a 15 prison sentence.<sup>201</sup>

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After nearly 21 years of service, *Boutwell* entered the Fleet Renovation and Modernization (FRAM) program in order to extend her service life. In March 1989, a joint ceremony was held for placing *Mellon* In Commission Special and the Decommissioning of *Boutwell*. *Mellon* had entered FRAM in 1985 and was finally ready for sea. Captain Allison

assumed Command of the *Mellon* with a majority of *Boutwell's* crew also cross-decking to the newly refurbished cutter.<sup>202</sup>

### ***Post-FRAM Operations (1990 – 2000)***

After over a year and a half of extensive maintenance and overhauls costing over \$70 million, *Boutwell* was ready to return to service.<sup>203</sup> Upon *Boutwell's* completion of FRAM in the summer of 1990, the crew of *Midgett*, which was entering FRAM that year, made preparations to take over *Boutwell*. On September 3<sup>rd</sup>, the cross-decking between *Midgett* and *Boutwell* commenced in Seattle. Ten days later, at a joint ceremony on September 13<sup>th</sup>, *Boutwell* was placed In Commission Special and *Midgett* was decommissioned for FRAM. In conjunction with the cross-decking, *Midgett's* Commanding Officer, Captain Stanley Winslow took Command of *Boutwell*. Captain Winslow was a 1966 graduate of the Coast Guard Academy, with previous duties including Coast Guard Liaison Officer Afloat with Commander, Third Fleet, and Coast Guard Liaison Officer Afloat with Commander in Chief, Pacific Fleet. His afloat assignments included Executive Officer of Cutter *Munro* (WHEC 724) and Commanding Officer of cutters *SPAR* (WLB 403) and *Midgett* (WHEC 726).<sup>204</sup>

### **Ready-for-Sea Preparations**

Throughout the cross-decking phase, the new crew participated in daily training on *Boutwell's* new safety and operational systems installed during the overhaul. Upon completion of the transfer, in October 1990, *Boutwell* sailed to its new homeport in Alameda, California. After arriving in Alameda, *Boutwell's* new crew entered the Ready-for-Sea phase of the post-FRAM workups. During the workups, *Boutwell's* crew received excellent marks in the Weapons System Accuracy Test (WSAT) and the highest marks of any cutter on the Communications System Operability Test (COMSOT). Despite a significant casualty to the newly installed Mk-75, 76-mm deck gun during the Combined Systems Qualification Test (CSQT), the evaluator reported *Boutwell* to be the best prepared post-FRAM cutter. *Boutwell* continued its string of excellent performance during training readiness evaluation and subsequent refresher training, the Navy's underway training program in San Diego. Despite the training readiness evaluation starting a month early due to scheduling conflicts, and refresher training beginning a week early for the same reason, *Boutwell's* crew managed an exceptional performance during both, earning the Pacific Area Commander's Award of Excellence in all graded categories.<sup>205</sup> With the Ready-for-Sea workups finalized on April 25<sup>th</sup>, *Boutwell* set sail for Alameda, arriving on April 27<sup>th</sup>.<sup>206</sup>

Upon returning home from San Diego, *Boutwell's* crew had less than two weeks to make preparations for the commissioning ceremony, a trip to Tokyo, and a 90-day Alaska patrol.<sup>207</sup> On May 2<sup>nd</sup>, 1991, *Boutwell* was Recommissioned at a ceremony held at Coast Guard Island in Alameda.<sup>208</sup> A few days after the ceremony, *Boutwell* set sail for Tokyo to participate in the Japanese Maritime Safety Agency's Annual Sea Review. During the visit, *Boutwell* served as the Commandant's host ship for a reception of Japanese dignitaries. The visit was a huge success for the newly commissioned *Boutwell*, receiving outstanding praise from *Boutwell's* first Engineer Officer and the Commandant of the Coast Guard, Admiral John W. Kime.<sup>209</sup>

### **Return to Alaska**

After the visit to Tokyo, *Boutwell* departed for her first operational post-FRAM patrol to the Bering Sea.<sup>210</sup> On June 26<sup>th</sup>, *Boutwell* participated in a tragic search and rescue case after the fishing vessel *Betty B* struck a rock and immediately sank near Atka Island. A C-130 patrol

aircraft located the three-man crew's only survivor who managed to don a survival suite and swim to a nearby island. The man was later recovered by *Boutwell's* embarked helicopter.<sup>211</sup> Additionally, during the patrol, *Boutwell* seized two fishing vessels. *Boutwell* seized the fishing vessel *Endurance* after the ship was discovered actively fishing in a closed fishing area. The fishing vessel *Hi Seas I* was also seized and towed to Dutch Harbor after numerous, flagrant safety violations were discovered. *Boutwell* returned to her new home in Alameda on August 16<sup>th</sup>.<sup>212</sup>

Immediately after returning to Alameda, a Change of Command ceremony was held, at which Captain Donald R. Grosse relieved Captain Winslow as Commanding Officer of *Boutwell*. Captain Grosse, a 1969 graduate of the Coast Guard Academy, had previously served in various afloat assignments including navigator of the Barque *Eagle*, Executive Officer of Cutter *Jarvis* (WHEC 725), and Commanding Officer of Cutter *Vigorous* (WMEC 627).<sup>213</sup>

During the inport, *Boutwell* participated in San Francisco's annual Fleet Week beginning on October 10<sup>th</sup>. During the five-day event, *Boutwell* provided tours to over 5,000 visitors. Immediately after Fleet Week on October 19<sup>th</sup>, *Boutwell* sailed on a glory cruise with over 300 Coast Guard Auxiliaries, members of the Navy League, as well as families and friends of the crew. Also hosted during the cruise was the reigning Miss California, Ms. Cheryl Derry.<sup>214</sup>

After a nearly five month inport, *Boutwell* once again returned to Alaska for a patrol beginning on January 22<sup>nd</sup>, 1992. On January 25<sup>th</sup>, *Boutwell* came upon a U.S. flagged fishing vessel illegally trawling in a protected stellar sea lion rookery north of Unimak Island. The 236-foot trawler, *Pacific Scout*, was subsequently boarded and seized due to multiple federal infractions including 41 counts of improper record keeping and reporting as well as unlawful transportation of fish.<sup>215</sup> The vessel was released a month later following a settlement between the federal government and the ship's owner.<sup>216</sup>

During the patrol, *Boutwell* also served as a mediator for a growing gear conflict between domestic trawlers and crab boats near the Pribilof Islands. Captain Grosse was later commended by the Coast Guard's Seventeenth District Commander, Rear Admiral David E. Ciancaglini, for his ability to diplomatically diffuse a potential volatile situation.<sup>217</sup> *Boutwell* also participated in two search and rescue cases including the medical evacuation of an injured crewman from the motor vessel *Ocean Grace* and in response to a fire onboard the fishing vessel *Arctic III*.<sup>218</sup> Near the end of the patrol, *Boutwell* participated in a multiagency effort to identify and prosecute fishing vessels suspected of illegal bottom trawling in state waters off the Alaskan Peninsula.<sup>219</sup> In close coordination with Alaska Fish and Wildlife Protection officers and National Marine Fisheries Service agents,<sup>220</sup> *Boutwell* targeted over 40 fishing vessels suspected of illegal fishing. At the end of the operation, 27 vessels were identified for illegal fishing and subsequently charged with significant fisheries violations.<sup>221</sup>

*Boutwell* completed the patrol on March 7<sup>th</sup>,<sup>222</sup> returning to Alameda three days later.<sup>223</sup> After less than a month inport, *Boutwell* sailed to San Diego for five weeks of refresher training.<sup>224</sup> During the intensive evaluation period, from April 6<sup>th</sup> to May 3<sup>rd</sup>, *Boutwell* executed every exercise superbly, earning a clean sweep in all fields as well as accolades from the Coast Guard's Pacific Area Commander, Vice Admiral Arnold Beran.<sup>225</sup>

Following refresher training, *Boutwell* remained in San Diego to serve as the command center and visual reference point for security forces at the 1992 America's Cup sailing race. During the race, *Boutwell* remained anchored at the start-finish line, coordinating the enforcement of the 14 mile safety zone around the race.<sup>226</sup> The event, which was attended by over 6,000

spectator vessels, provided a unique and challenging mission for the *Boutwell* crew. Throughout the week, *Boutwell* conducted numerous law enforcement boardings and assisted in tracking gray whales during the race. In addition to her mission, *Boutwell* also hosted numerous visitors including U.S. Navy Rear Admiral R. R. Morgan from the Naval Reserve Readiness Command, retired U.S. Navy Vice Admiral James Hirshfield, Presidential Drug Enforcement Task Force Coordinator Ron Warmbier, Navy League President Larry Matson, and many others.<sup>227</sup> *Boutwell* completed her assignment on May 16<sup>th</sup>,<sup>228</sup> at which point she headed home to Alameda for a very welcomed inport.<sup>229</sup>

On December 13<sup>th</sup>, 1992, *Boutwell* was battling 30-foot seas as she transited North to an Alaska Patrol when she was stuck by a rogue wave that crested at more than 40-feet.<sup>230</sup> The pilothouse watch standers reported green water breaking over the bridge when the wave struck. The wave's crashing force caused heavy damage to *Boutwell's* rigid hull inflatable small boat, smashed in a watertight door and the port light in the Executive Officer's stateroom, and carried away a weatherdeck ladder and P-250 pump.<sup>231</sup>

On May 9<sup>th</sup>, 1993, the Honduran-registered fishing trawler *Chin Lung Hsiang* (Golden Dragon) was intercepted by the Mexican navy and boarded approximately 60 miles southwest of Ensenada. The vessel, loaded with 200 Chinese migrants, was given 1,000 gallons of fresh water and told to steer northward. A day later, *Boutwell* intercepted the trawler and continued to monitor its progress until it entered U.S. waters near San Diego's Point Loma. The 200-foot dilapidated vessel, leaking oil with water sloshing around in areas below decks, was subsequently boarded and escorted into San Diego Harbor. Despite cramped living quarters, all migrants were reported in good health, living in a converted freezer below decks. Upon its arrival, the illegal migrants were immediately bussed to the U.S. Immigration and Naturalization Service facility in El Centro and processed for deportation. The seven suspected smugglers and nine Taiwanese crewman of the *Chin Lung Hsiang* were detained and transferred to local authorities to face federal smuggling charges.<sup>232</sup>

A month after the interdiction, in June 1993, Captain Grosse was relieved by Captain James J. Shaw Jr.<sup>233</sup> Captain Shaw had previously commanded the Cutter *Acacia* (WLB 406) out of Grand Haven, Michigan.<sup>234</sup> After a little over a year in command of *Boutwell*, in August 1994, Captain Shaw was relieved by Captain Terry W. Newell.<sup>235</sup>

### **Operation UPHOLD DEMOCRACY**

From September 19<sup>th</sup>, 1994, to March 31<sup>st</sup>, 1995, the U.S. successfully executed an armed intervention in Haiti to remove a military regime that had overthrown the elected Haitian President, Jean-Bertrand Aristide.<sup>236</sup> Following his downfall in 1991, tens of thousands of Haitian citizens fled the country after facing significant economic hardships and political repressions as a result of the coup.<sup>237</sup> Dubbed Operation UPHOLD DEMOCRACY, the effort was spearheaded by elements of the U.S. Special Operations Command and 82<sup>nd</sup> Airborne Division who were directed by Joint Task Force 120. Not long after entering the country, U.S. forces quickly transitioned from combat to peace-keeping and nation-building operations as President Aristide was reinstated. Throughout the operation, Coast Guard cutters provided command, control, and communication services as well as assisted in repatriation efforts.<sup>238</sup>

Although not directly assigned to the operation, *Boutwell* was dispatched to the Caribbean at the end of 1994 and beginning of 1995. On the evening of December 22<sup>nd</sup>, while underway 27 nautical miles east of Virgin Gorda in the British Virgin Islands, *Boutwell* spotted the sailboat *Honora*, a 35-foot Irish vessel en route from St. Martin to St. Thomas. As the ship

approached, *Boutwell's* crew noted that the boat was riding low in the water, deciding to dispatch a boarding team the following day to inspect her. Once onboard, the boarding team discovered 33 migrants from China, Haiti, Colombia, Jamaica, and the Dominican Republic. After this discovery, the sailboat was seized and the Irish master and Canadian crewman were detained. The ship was later towed to St. Thomas where the 33 migrants were turned over to the U.S. Immigration and Naturalization Service, and the crew to the U.S. Attorney's Office for prosecution.<sup>239</sup>

In early January, *Boutwell* participated in the repatriation of Haitian migrants from Guantanamo Bay, Cuba. *Boutwell* arrived in Port-au-Prince, Haiti, on January 7<sup>th</sup> with 289 illegal Haitian migrants from the U.S. refugee camp in Guantanamo Bay. Flanked by Bangladeshi U.N. soldiers, the immigrants were escorted to the Haitian immigration processing center and given money by the American Red Cross. During the highly emotional evolution, the glum refugees were escorted down the pier, with two needing to be forcibly removed from the ship. The repatriation was part of an effort by the U.S. government to clear out its Guantanamo Bay camp which had peaked in July 1994, to almost 20,000.<sup>240</sup>

During the patrol, *Boutwell* also conducted military and law enforcement exercises with the Dominican Republic. Teaming up with the Coast Guard Cutter *Nunivak* (WPB 1306), *Boutwell* conducted mock boardings, formation steaming and maneuvering, as well as night and day helicopter hoisting with the Dominican Republic vessels *Orion* and *Colon*.<sup>241</sup> For her contributions in support of Operation UPHOLD DEMOCRACY, *Boutwell* was awarded the Armed Forces Expeditionary Medal.<sup>242</sup>

### **Alaska and Eastern Pacific Patrols**

In September and October of 1995, *Boutwell* participated in one of her more unique Alaska Patrols. In addition to her normal assignments, *Boutwell* took part in a scientific study to determine the feasibility of deploying the Coast Guard's 270-foot Famous-class cutters in the turbulent Alaskan waters.<sup>243</sup> Titled Operation OCEAN MOTION, the *Harriet Lane*, commanded by then Commander Paul E. Zukunft, future Commandant of the Coast Guard,<sup>244</sup> became the first 270 to conduct an Alaska Patrol. Both ships were outfitted with an array of motion sensors with all data collected by three naval architects from Coast Guard Headquarters. The goal of the operation was to collect data that would "help relate ship response, ship heading and ship speeds to crew and mission performance, and help determine the relative ability of the two crews to perform for long periods in adverse conditions."<sup>245</sup>

During the patrol, on October 2<sup>nd</sup>, *Boutwell's* law enforcement team conducted a routine inspection of the fishing vessel *Liberty Bay* approximately 20 miles north of Dutch Harbor. During the boarding, the team discovered that 10 of the 25 crew members had falsified immigration documents. Additionally, the boarding team found numerous fishing violations including a failure to properly maintain fishing logs. The ship was subsequently escorted to Dutch Harbor where it was met by agents from the Immigration and Naturalization Service. The 10 illegal aliens, all from Mexico, were later processed for deportation.<sup>246</sup>

While on patrol in the Gulf of Alaska on July 6<sup>th</sup>, 1996, *Boutwell* detected a vessel on radar approximately 250 miles southwest of Attu, deciding to maneuver close to the vessel and decide on whether to board her. Upon sighting the *Boutwell*, the 110-foot fishing vessel cut her two-mile-long driftnet and immediately began steaming away. The vessel, displaying no name and no flag, had been caught fishing with a net that was nearly 500 yards longer than what was permitted under a 1991 United Nations resolution for fishing in international waters.<sup>247</sup>

*Boutwell* pursued the vessel for ten days,<sup>248</sup> making numerous attempts to contact her over the radio. Three days into the pursuit, *Boutwell* launched one of its small boats to get a closer look at the vessel and attempt to make contact. As the small boat approached, a bottle with a message inside was lobbed towards the small boat, who recovered it. The message, written in Chinese, was faxed to Coast Guard Headquarters who had it translated. The note identified the vessel as the *Chang Fu 31*, a Taiwanese ship with 23 crew members. The message also stated that the vessel had a broken freezer, was not fishing, and was currently on its way home to Taiwan. *Boutwell* continued shadowing the vessel while the Coast Guard, working closely with the U.S. State Department, sought permission from the Taiwanese government to board the vessel.<sup>249</sup>

*Boutwell* continued to escort the *Chang Fu 31* until approximately 420 miles off the Japanese coast, where the two ships were met by Taiwanese patrol vessels. Upon turning over all evidence, including a six-foot section of the driftnet with two salmon caught in it, *Boutwell* headed back to Alaskan waters to continue her patrol.<sup>250</sup> The crew of the vessel, whose name was actually the *Charngder No. 2*, later admitted to using the net in addition to catching and selling six tons of salmon to another ship and tossing another 60 tons overboard when they were spotted by the Coast Guard. The crew was eventually prosecuted by Taiwanese authorities.<sup>251</sup>

After returning to port at the end of the summer, Captain Newell was relieved by Captain Ken A. Ward as Commanding Officer of *Boutwell*.<sup>252</sup> Captain Ward, a 1974 graduate of the Coast Guard Academy, had recently departed his Headquarters post as the Deputy, Office of Military Personnel where he had served for two years. Captain Ward's previous afloat assignments included Executive Officer of the cutters *Sassafras* (WLB 401), *Cowslip* (WLB 407), and *Rush*, as well as Commanding Officer of the *Ironwood* (WLB 297).<sup>253</sup>

In early June of 1997,<sup>254</sup> *Boutwell* sailed into Portland for the annual Rose Festival. During the Festival, *Boutwell* hosted a live news show, served breakfast to the Festival Royal Court and a luncheon for the Coast Guard's Thirteenth District Commander, as well as provided tours to thousands of visitors. Shortly after departing the festival, *Boutwell* was diverted to serve as the On Scene Commander after a Coast Guard HH-65 helicopter, CG6549,<sup>255</sup> with four persons aboard, went missing while responding to a Canadian sailboat that was in distress 40 miles off Cape Mendocino near Humboldt Bay. Over a three day period, *Boutwell* coordinated search and recovery efforts<sup>256</sup> with other Coast Guard units including the cutters *Sapelo* (WPB 1314) and *Buttonwood* (WLB 306). During the search, debris from the wreckage was found including a helmet, door, and part of the tail rotor housing. Despite covering over 70,000 square miles, the four-man aircrew was never found.<sup>257</sup>

On August 11<sup>th</sup>, 1997, while supporting Operation BORDER SHIELD, a counterdrug operation off the coasts of Mexico and the U.S., *Boutwell* received word from Joint Interagency Task Force West of a possible smuggling operation south of Acapulco with a suspected transfer of drugs from a mothership to a go-fast vessel. *Boutwell* maneuvered to intercept the vessel as a U.S. Customs Service P-3 patrol aircraft arrived in the area and began tracking the suspected go-fast. Three vessels from the Mexican Navy as well as one of their aircraft were also dispatched to assist with the chase. Despite a continuous pursuit by the P-3, a Navy P-3, *Boutwell's* embarked HH-65 helicopter, the go-fast and its five-person crew managed to escape, jettisoning their illicit cargo as they fled. Working through the night, *Boutwell* and the Mexican naval vessels began recovering the jettisoned contraband, eventually retrieving over 2.7 tons of cocaine. Once inventoried, the cocaine was transferred to the Mexican Navy for processing.<sup>258</sup> For her efforts



during the interdiction, as well as other operational and public affairs related achievements in 1997, *Boutwell* was awarded the Coast Guard Unit Commendation on July 14<sup>th</sup>, 1998.<sup>259</sup>

In mid-November 1997, *Boutwell* departed Coast Guard Island en route to familiar Alaskan waters. During the patrol, *Boutwell* encountered weather consistent with that time of the year, with winds reaching 35 to 40-knots and seas as high as 18 feet. When not avoiding severe weather, the ship managed to complete 12 boardings and 33 sorties with its embarked helicopter. Additionally, *Boutwell* conducted two medical evacuations including the transfer of a Korean fisherman to a medical facility in Dutch Harbor on Christmas Day.<sup>260</sup>

In early May 1998, *Boutwell* was just completing a routine fisheries patrol in Alaska when she was redirected on May 21<sup>st</sup> to assist with interdicting various foreign vessels suspected of illegal driftnet fishing. *Boutwell* had been scheduled to return home to Alameda on May 30<sup>th</sup> and was transiting to its final port stop in Kodiak when she received word that the patrol had been extended.<sup>261</sup> Other units involved in the operation included the Cutter *Jarvis*, icebreaker *Polar Sea* (WAGB 11), Coast Guard aircraft, two Russian patrol vessels,<sup>262</sup> Canadian Coast Guard aircraft, and members of the Japanese Maritime Safety Agency. In addition to nabbing illegal driftnet fishing, the operation sought to catch violators of the North Pacific Anadromous Fish Convention, which prohibited fishing for Pacific salmon and steelhead trout in the North Pacific.<sup>263</sup> While transiting to the area, *Boutwell* received an enforcement officer from the Chinese Bureau of Fisheries who was flown from Adak by helicopter to assist in the operation.<sup>264</sup>

The international operation to nab fisherman engaged in illegal fishing practices began on May 19<sup>th</sup>, 1998, when a Coast Guard C-130 patrol aircraft out of Kodiak spotted five ships engaged in illegal driftnet fishing 360 miles southwest of Attu.<sup>265</sup> During the operation, Coast Guard and Russian forces seized four fishing vessels engaged in high-seas driftnet fishing. *Boutwell* was the first to make her mark, intercepting a Russian trawler engaged in illegal fishing; later transferring the vessel to Russian authorities for prosecution.<sup>266</sup> On May 25<sup>th</sup>, the *Polar Sea* gave chase to the Chinese fishing trawler *Zhong Xin 37*,<sup>267</sup> which fled deep into Russia's Exclusive Economic Zone. After pursuing the vessel for three days in heavy fog and rain, *Polar Sea* relented and turned to head back towards Alaskan waters. Not long after breaking her pursuit, one of the Russian patrol boats opened fire on the vessel, killing the trawler's skipper and a navigator, and wounding three others. The vessel was subsequently boarded and seized by Russian officials.<sup>268</sup>

On May 28<sup>th</sup>, *Boutwell* spotted the 150-foot Chinese fishing vessel *Tai Sheng* using a driftnet that measured 9.4 miles in length.<sup>269</sup> *Boutwell* pursued the vessel for four days, covering 1,200 before finally stopping and boarding the vessel.<sup>270</sup> This was the largest high-seas driftnet interdiction in Coast Guard history.<sup>271</sup> A day later, on June 2<sup>nd</sup>,<sup>272</sup> *Jarvis* interdicted another fishing trawler engaged in illegal high-seas driftnet fishing. The Chinese fishing vessel *Shan Ya 16* was boarded and seized by *Jarvis* 700 miles northeast of Japan.<sup>273</sup> *Jarvis* later took custody of *Boutwell's* seized vessel, escorting both for transfer to Chinese authorities in Shanghai. Shortly after *Boutwell's* interdiction, on June 9<sup>th</sup>, she stopped briefly in Japan in order to resupply as well as embark a Senior Airman from Yokota Air Base to serve as a mandarin linguist.<sup>274</sup>

*Boutwell* returned from the extended patrol in the late summer. Soon after returning to Alameda, Captain Herbert H. "Chip" Sharpe took Command of *Boutwell*, relieving Captain Ward in August 1998.<sup>275</sup>

On October 5<sup>th</sup>, 1998, *Boutwell* was diverted from an Eastern Pacific Deployment to intercept a Liberian tanker suspected of leaking oil off the California Coast. The 717-foot tanker

*Command* had suffered a six-inch crack in one of its fuel tanks while in San Francisco Bay on September 24<sup>th</sup>. Port authorities ensured containment of the oil spill, taking a sample for use in future analyses. Upon completion of repairs, the ship was inspected and authorized to depart the bay. On September 27<sup>th</sup>, a 15-mile oil slick was discovered several miles from the Farallon Islands. A sample collected from the site was sent in to the Coast Guard's Marine Safety and the California Petroleum Chemistry Laboratories along with the sample from *Command*'s first spill. Both samples matched, implicating the *Command*. The spill killed off 96 seabirds including two endangered brown pelicans and cost over \$1 million in cleanup expenses.<sup>276</sup> In all, 1,300 gallons of oil will skimmed off the ocean with four tons of tar balls removed from the nearby San Mateo County beaches.<sup>277</sup>

*Boutwell* intercepted the *Command* 200 miles south of Guatemala. Upon boarding the ship, the team inspected the vessel in addition to collecting oil samples for inclusion as evidence. These samples also matched those taken from the oil slick and the one taken by San Francisco port authorities.<sup>278</sup> *Boutwell* later accompanied the *Command* to Panama, where she was met by Liberian authorities. While pier side, the Coast Guard continued to gather evidence over the next few days until they were ordered off by Liberian authorities.<sup>279</sup> The *Command*'s skipper and chief engineer voluntarily returned to the U.S. on January 26<sup>th</sup>, 1999, to face charges of deliberately dumping fuel oil and polluting the environment.<sup>280</sup> *Boutwell*'s interception of the vessel and the case that followed marked the first prosecution of a violation of U.S. pollution laws on the high seas.<sup>281</sup>

On July 13<sup>th</sup>, 2000, at a Change of Command ceremony on Coast Guard Island in Alameda, Captain Beverly G. Kelley relieved Captain Sharpe as Commanding Officer of *Boutwell*.<sup>282</sup> Captain Kelley made Coast Guard history in 1979, becoming the first female to command a U.S. military vessel when, as a Lieutenant Junior Grade, she became the Commanding Officer of Cutter *Cape Newagen* (WPB 95318).<sup>283</sup> Previous afloat assignments included Executive Officer of the Cutter *Legare* (WMEC 912) and Commanding Officer of the Cutter *Northland* (WMEC 904).<sup>284</sup>

### ***Boutwell in the 21<sup>st</sup> Century (2001 – 2016)***

The final 16 years of *Boutwell*'s history are still in development. If you have photos, documents, or personal narratives you would like included in any part of *Boutwell*'s history, please send them to LTJG Gene Storer at [Gene.F.Storer@uscg.mil](mailto:Gene.F.Storer@uscg.mil).

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